~~Attachment 3~~
~~DOE PR 0335~~
PG: 80-27

MARYLAND HISTORICAL TRUST
~~SHORT FORM FOR INELIGIBLE PROPERTIES~~ DOE

Property Name: SHA Bridge No. ~~1603600~~ 1603600

Address: MD 210 over Henson Creek

City: Oxon Hill Zip Code: 20744 County: Prince Georges

USGS Quadrangle(s): Anacostia

Tax Map Parcel Number(s): _____ Tax Map Number: _____

Project: 2380211-B02800 Agency: State Highway Administration

Agency Prepared By: SHA

Preparer's Name: Fred Shoken Date Prepared: 03/26/2009

Preparer's Eligibility Recommendation: X Eligibility not recommended

Complete if the property is a non-contributing resource to a NR district/property:

Name of the District/Property: _____

Inventory Number: _____ Eligible: ____ yes Listed: ____ yes

Description of Property and Justification: *(Please attach map and photo)*

SHA Bridge No. 1603600 is a two span combination concrete slab and steel beam bridge carrying MD 210 over Henson Creek in the vicinity of Oxon Hill in Prince Georges County, Maryland. MD 210 runs north-south, while the Henson Creek it crosses flows west. The surrounding area is suburban in character with nearby townhouses, single family homes, parks and commercial buildings.

The bridge was originally built in 1945 as a two span concrete slab structure. In 1966 it was expanded to the east with a steel beam addition. The western concrete slab portion of the bridge has slightly arched openings. A biker-hiker trail travels under the northern span, while Henson Creek flows below the southern span. A pipe guard rail above a concrete parapet encloses the bridge.

SHA Bridge No. 1603600 is not eligible for listing in the NRHP. It is not associated with events that have made a significant contribution to the broad patterns of our history (Criterion A). The structure is not associated with the lives of persons significant in our past (Criterion B). It is not eligible for the NRHP under Criterion C due to a lack of architectural or engineering significance. It is also not likely to yield information important in prehistory or history (Criterion D).

MARYLAND HISTORICAL TRUST REVIEW

Eligibility recommended ____ **Eligibility not recommended** X

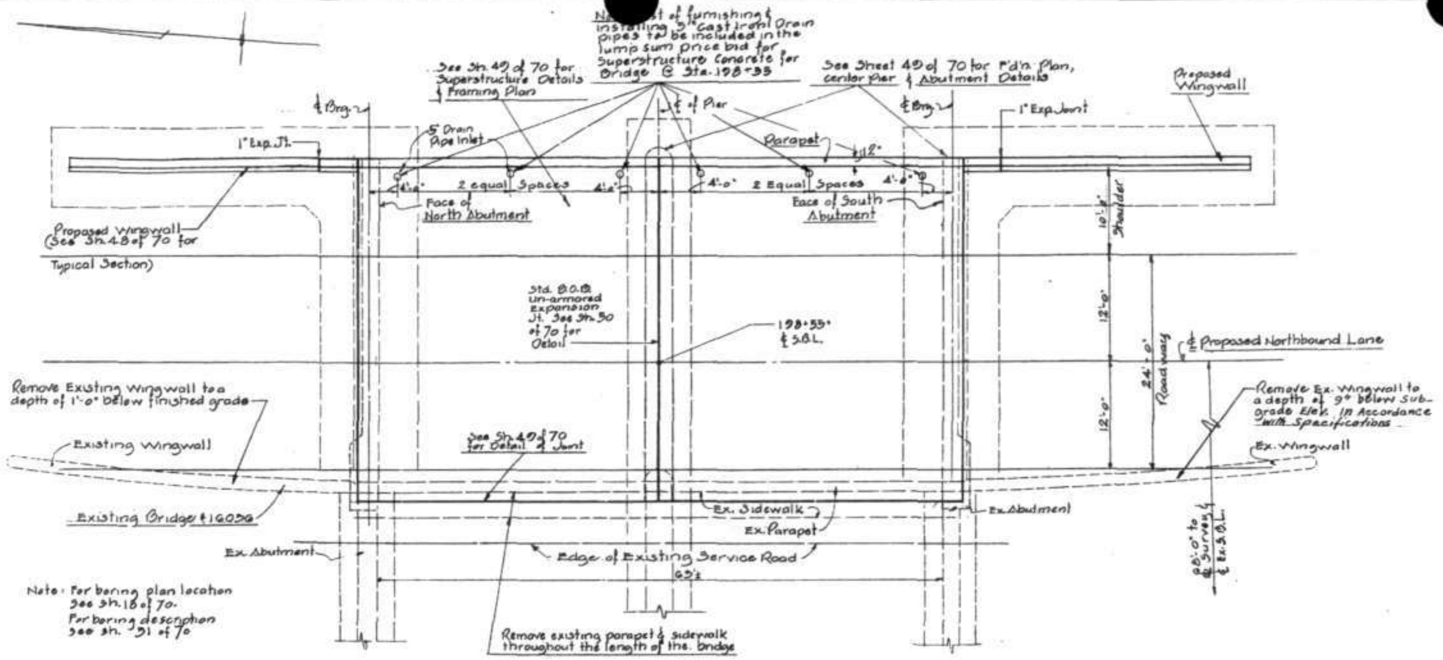
MHT Comments:

Jim Gallagher ✓ 4/24/2009
Reviewer, Office of Preservation Services **Date**

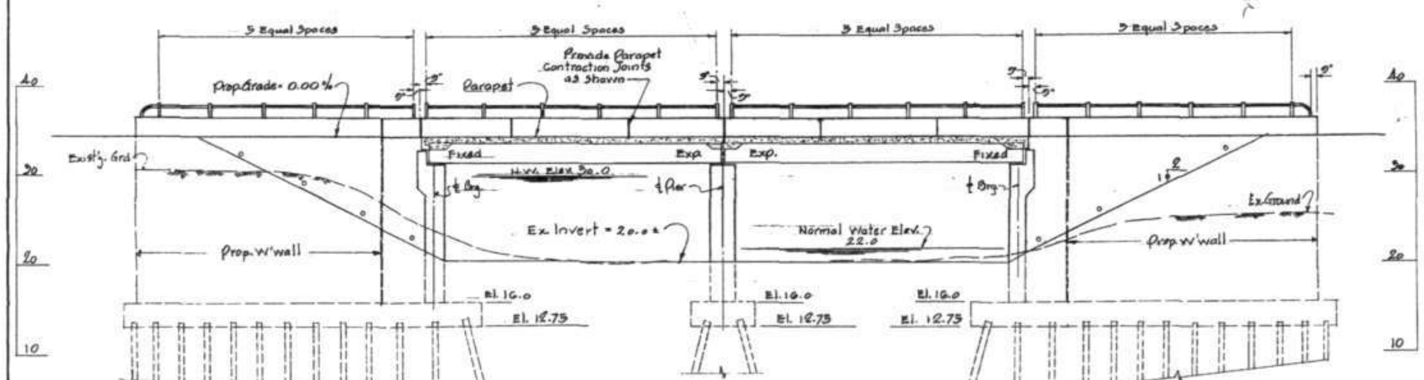
N/A
Reviewer, National Register Program **Date**

200901058

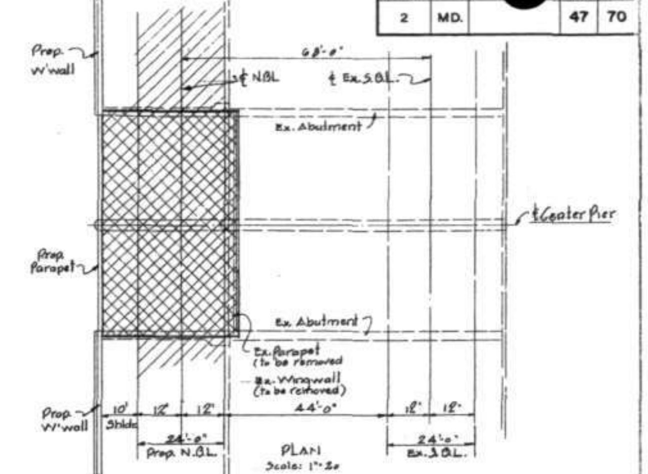
FED. ROAD DIV. NO.	STATE		SHEET NO.	TOTAL SHEETS
2	MD.		47	70

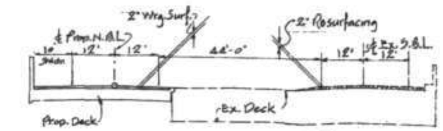


PLAN
Scale: 1/8" = 1'-0"



ELEVATION
Scale: 1/8" = 1'-0"





SECTION: Scale: 1" = 20' Hor. 1" = 5' Vert.

~GENERAL NOTES~

SPECIFICATIONS: S.R.C. Specifications dated Jan. 1962 & Special Provisions for Materials & Construction, A.A.S.H.O. Standard Specifications for Highway Bridges, 1961, & Interim Specifications dated 1961 & 1962 for design.

LOADING: H 20-S16-44

CONCRETE: See Special Provisions (f'_c = 3000 p.s.i. @ 28 days)

DAMPPROOFING: Shall be applied to those portions of rear faces of abutments and wingwalls that are in contact with earth.

WATERPROOFING: Cost of Membrane Waterproofing complete in place shall be included in Lump Sum bid for Bridge at Henson Creek.

EXCAVATION: See Special Provisions.

PILES: Timber Piles shall be driven to a bearing capacity of 30 Tons.

CHAMFERING: All exposed edges of concrete to be chamfered 3/4" x 3/4" formed by milled chamfer strips.

REINFORCING STEEL: All reinforcing steel shall be intermediate grade.

HYDRAULIC DATA

DRAINAGE AREA — 21.211 SQ. MI. — 13,577 ACRES
STORMWATER DISCHARGE Q_{25} C.F.S. — 7420
TIDAL FLOW C.F.S. —
TOTAL MAXIMUM DISCHARGE Q_{25} C.F.S. — 7420
MAXIMUM FLOW DEPTH AT H.W. FEET — 10
OPENING TO H.W. SQ. FT. — 600
VELOCITY AT OUTLET FT. PER SEC. — 12

EXISTING STRUCTURE

TYPE: Rigid Frame Conc. Bridge
WATERWAY
UNDERCLEARANCE
DATE BUILT: 1945
OWNERSHIP: M.S.R.C.
DISPOSITION
REMARKS

UTILITIES

STORM SEWERS
SANITARY SEWERS
WATER MAINS
GAS MAINS
ELECTRIC WIRES: OVERHEAD / UNDERGROUND
OTHER

TRAFFIC DATA

TRAFFIC COUNT — 12,100 DATE 1962
DESIGN SPEED — 60 M.P.H.

DATUM

□ in Gas Island 116'± Rt. ℄ S.B.L. Sta. 203+57
ELEV. 28.08

MATZ, CHILDS & ASSOCIATES
ENGINEERS — SURVEYORS
BALTIMORE, MD.

BRIDGE No. 16036

Survey Book No.

REVISIONS

STATE OF MARYLAND
STATE ROADS COMMISSION
BALTIMORE, MD.

MARYLAND ROUTE 210 - FROM CAPITAL BELTWAY TO OLD FORT RD.
EXTENSION OF EXISTING BRIDGE AT HENSON CREEK
STA. 198+
PLAN AND ELEVATION

SCALE AS SHOWN DATE CONTRACT P 878-1-320

MADE BY M.A.H.
TRACED BY W.W.B.
CHECKED BY M.A.H.
APPROVED A. L. Grutt[illegible] CHIEF, BUREAU OF BRIDGES 5/25/64
APPROVED G. A. Goldstein Chief Engineer - Design 5/25/64

SHEET NO. 47 OF 70

File No. 3 Pocket No. 16 Folder No. 20 [redacted]

INDEXED

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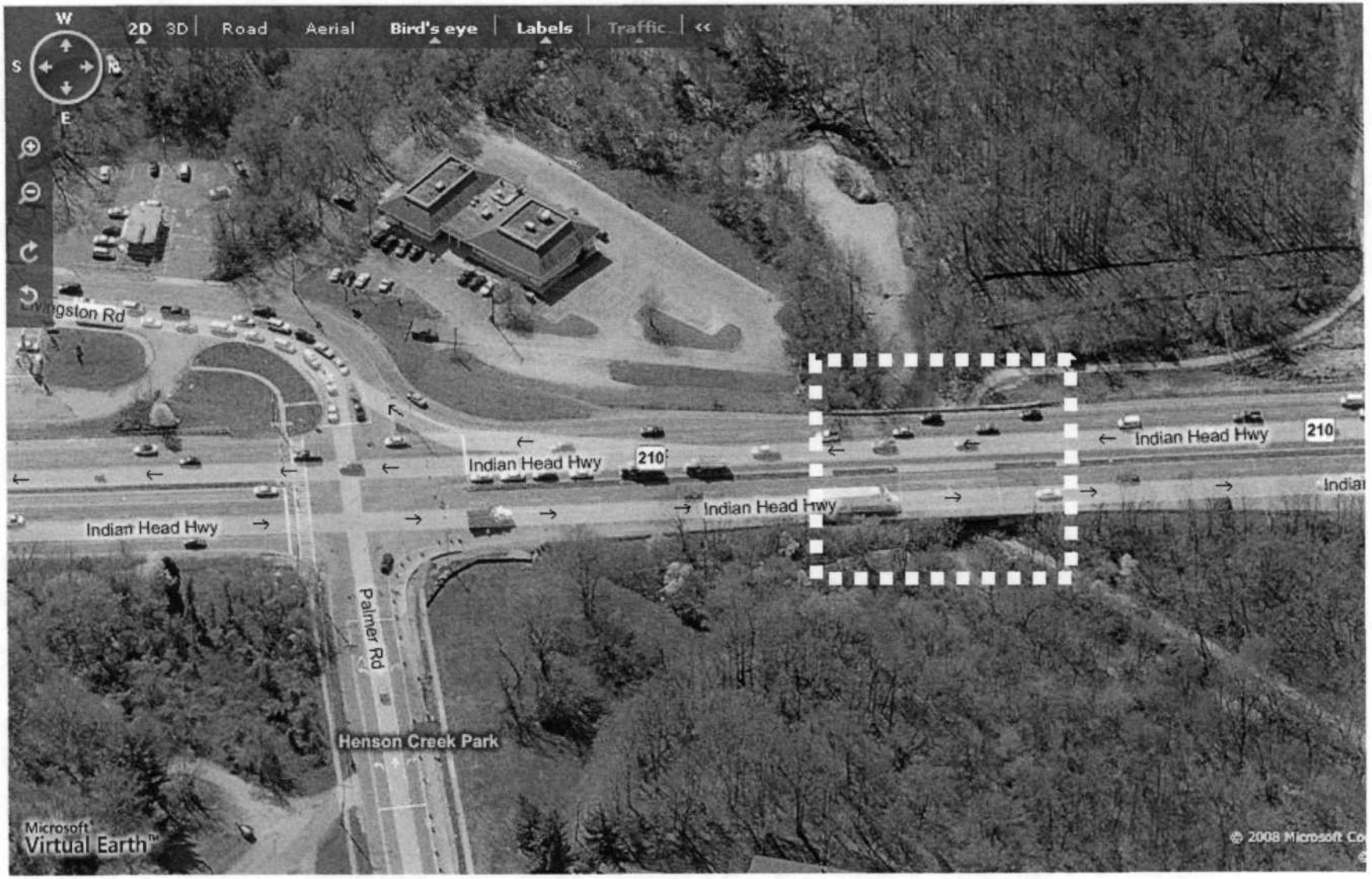
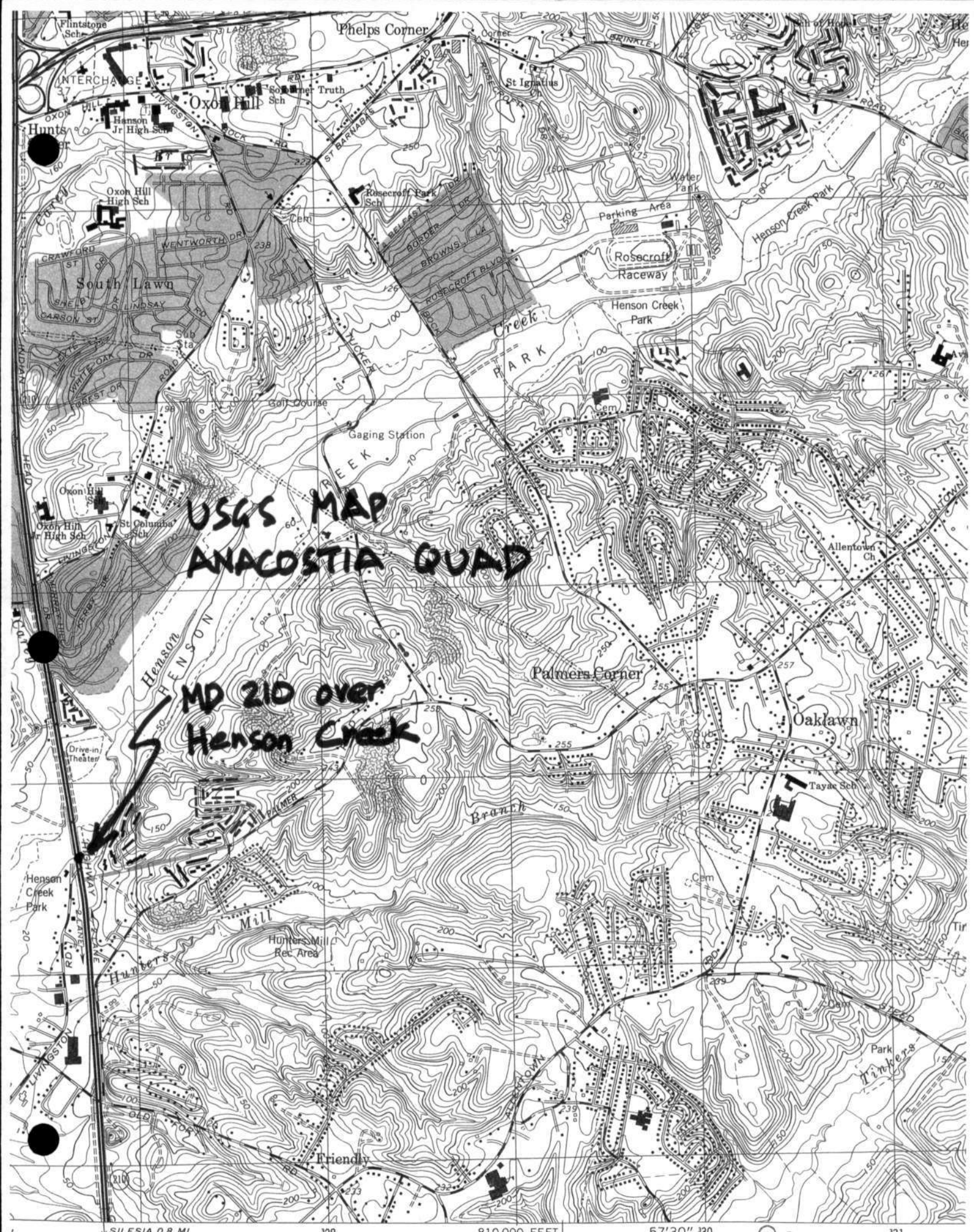


MD 210 over Henson Creek
Bridge No. 1603600

PG: 80-27



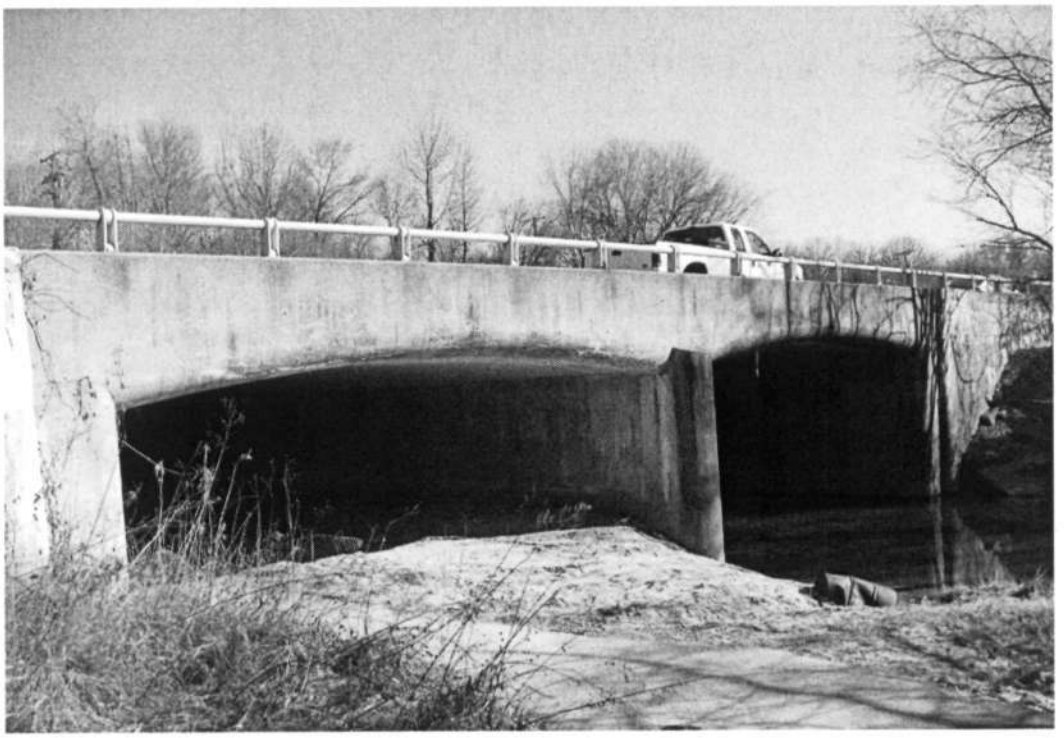
apped, edited, and published by the Geological Survey
d the National Ocean Survey

PG: 80-27

MD 210 over Henson Creek

Fred B. Shoken, SHA
2/24/2009

East Parapet viewing looking west



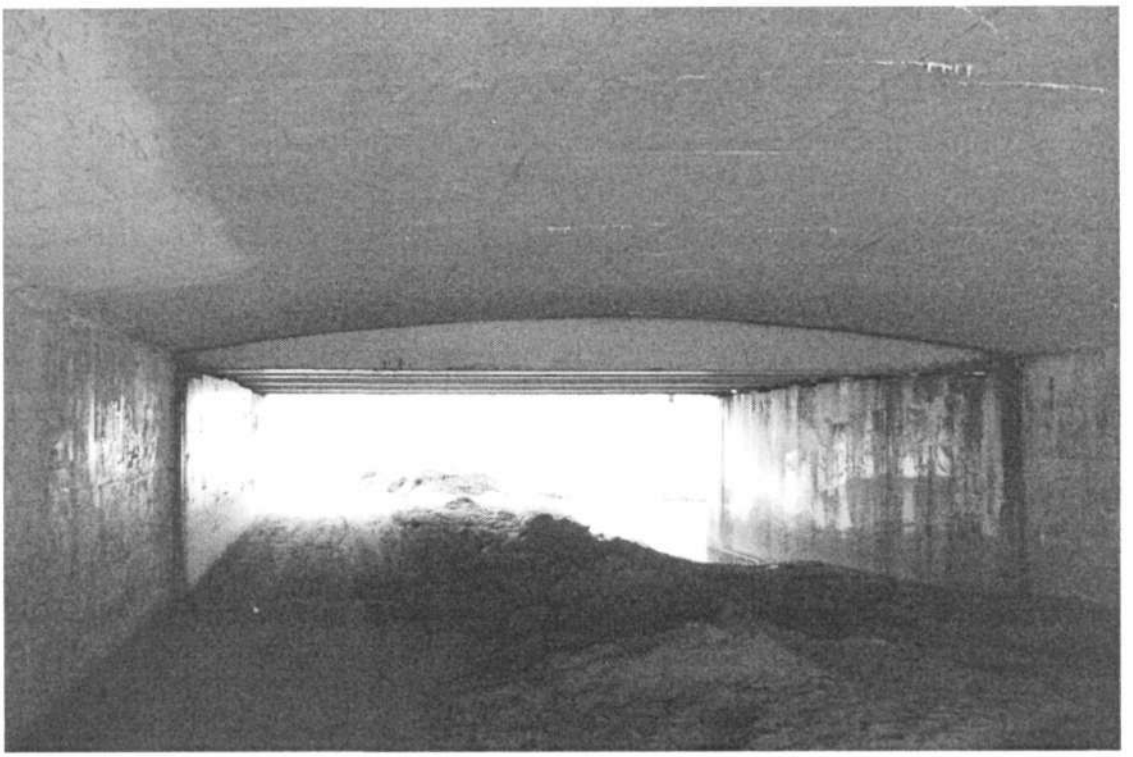
West Parapet viewing looking east

PG:50-27

MD 210 over Henson Creek

Fred B. Shoken, SHA
2/24/2009

Interior West Parapet view looking south



Underside of Bridge showing concrete original and steel beam addition

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge #16036, MD210 over Henson Creek, Prince George's County
Survey Number: PG:80-27

Project: Bridge Repair Agency: SHA

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended ____ Eligibility **not** recommended X

Criteria: X A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G
___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the information provided, Bridge #16036, MD210 over Henson Creek, Prince George's County was initially constructed in 1945, as a concrete rigid frame structure which consequently was widened in 1966 with a steel beam addition. Each portion of the bridge is a standard example of its respective type. The rigid frame segment has two arched spans, and it is a continuous unit, which is the most important design feature of this bridge type. Bridge No. 16036 was built in 1945 as part of the construction of the Indian Head Highway (MD 210) between the Indian Head Naval Surface Warfare Center and Washington, D.C. Although the wartime construction is significant, the construction occurred during a less important time for rigid frame structures in general. Finally, the bridge was widened in 1966 with an unsympathetic addition, including new parapets, which severely compromises the structure's integrity. Therefore, based on this information, Bridge No. 16063 is **not eligible** for inclusion in the National Register of Historic Places under Criteria A or C.

Documentation on the property/district is presented in: Project Review and Compliance File

Prepared by: Heather Confer/SHA

Anne E. Bruder — 4/23/1999
Reviewer, Office of Preservation Services — Date

NR program concurrence: ✓ yes ___ no ___ not applicable

B Hunter — 5/3/99
Reviewer, NR program — Date

Survey No. PG:80-27

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

____ Eastern Shore	(all Eastern Shore counties, and Cecil)
_X_ Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
____ Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
____ Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

____ Paleo-Indian	10000-7500 B.C.
____ Early Archaic	7500-6000 B.C.
____ Middle Archaic	6000-4000 B.C.
____ Late Archaic	4000-2000 B.C.
____ Early Woodland	2000-500 B.C.
____ Middle Woodland	500 B.C. - A.D. 900
____ Late Woodland/Archaic	A.D. 900-1600
____ Contact and Settlement	A.D. 1570-1750
____ Rural Agrarian Intensification	A.D. 1680-1815
____ Agricultural-Industrial Transition	A.D. 1815-1870
____ Industrial/Urban Dominance	A.D. 1870-1930
_X_ Modern Period	A.D. 1930-Present
____ Unknown Period (___ prehistoric ___ historic)	

III. Prehistoric Period Themes:

____ Subsistence
____ Settlement
____ Political
____ Demographic
____ Religion
____ Technology
____ Environmental Adaptation

IV. Historic Period Themes:

____ Agriculture
_X_ Architecture, Landscape Architecture, and Community Planning
____ Economic (Commercial and Industrial)
____ Government/Law
_X_ Military
____ Religion
____ Social/Educational/Cultural
_X_ Transportation

V. Resource Type:

Category: Structure
Historic Environment: Rural/Suburban
Historic Function(s) and Use(s): Transporation Vehicular cross
Known Design Source: State Roads Commission

Historic Bridge Inventory **MHT No.** PG-80-27
Maryland State Highway Administration
Maryland Historical Trust

Name and SHA No. *MD 210 over Henson Creek Bridge No. 16036*

Location:
Street/Road name and Number: *MD 210 (Indian Head Highway) over Henson Creek*

City/Town: *Silesia* Vicinity X
County: *Prince George's*
Ownership: X State County Municipal Other
This bridge projects over: Road Railway Water Land

Is the bridge located within a designated district: yes X no
NR listed district NR determined eligible district
Locally designated other
Name of District

Bridge Type:

Timber Bridge
Beam Bridge Truss-Covered Trestle
Timber-and-Concrete

Stone Arch

Metal Truss Bridge

Movable Bridge
Swing Bascule Single Leaf Bascule Multiple Leaf
Vertical Lift Retractile Pontoon

Metal Girder
Rolled Girder Rolled Girder Concrete Encased
Plate Girder Plate Girder Concrete Encased

Metal Suspension
Metal Arch
Metal Cantilever

X Concrete
Concrete Arch Concrete Slab Concrete Beam
X Rigid Frame

Description:

Describe Setting:

Bridge No. 16036 carries MD 210, Indian Head Highway, over Henson Creek in Henson Creek Park near the town of Silesia. A path along the water through Henson Creek Park passes under the bridge. MD 210 intersects Palmer Road to the southeast and Livingston Road to the southwest of the bridge. The two southbound lanes of MD 210 are carried by the original 1945 concrete rigid frame structure while the northbound lanes are carried by a 1966 steel beam addition. The lanes of traffic are separated by a concrete and grassy median section. Southeast of the bridge along Palmer Road there are apartment complexes. Southwest of the bridge along Livingston Road there is a small commercial district including the large building housing Mac's Liquors which has a large parking lot along Henson Creek.

Describe Superstructure and Substructure:

Bridge No. 16036 is a two span dualized bridge carrying MD 210 over Henson Creek. There are 6 lanes of traffic, three in each direction. On the west side a 1945 concrete rigid frame structure carries the southbound lanes and on the east side a 1966 steel beam structure carries the northbound lanes.

The concrete ridge frame section is characteristic of its type in that the concrete continues monolithically from the abutments into the superstructure. Consequently, the abutments, wingwalls, and support pier are all concrete. The two rigid frame spans both arch gracefully in the middle as is typical of the type. There is no applied ornamentation but the edges of the arches are rounded as is the end of the west pier. The abutments and wingwalls on the west side of the bridge also display this detail, with gently curving concrete rather than harsh rectangular corners.

The steel beam section of the bridge is also typical of its type. It is a multi-beam structure with a concrete support pier, concrete abutments and concrete wingwalls. The abutments and the piers for the two sections have been combined into solid walls from one end to the other. There is no break in either where the concrete rigid frame section meets the steel beam section.

When the steel beam section was added in 1966 the original concrete parapets on the rigid frame section were altered and a metal railing was installed. No plans were available for the original parapets. Plans from 1966 date the current metal.

Discuss major alterations:

This bridge was widened in 1966 using a steel multi-beam bridge. At that time, the parapets were replaced with a metal railing, a sidewalk was removed, and changes were made to the wingwalls in order to accommodate the steel beam structure.

PG:80-27

History:
When Built: *1945*
Why Built: *In response to the need for a more efficient transportation network and increased load capacity.*
Who Built: *State Roads Commission*
Who Designed: *State Roads Commission*
Why Altered: *Dualization of MD 210*

Was this bridge built as part of an organized bridge-building campaign?

There is no evidence to suggest that this bridge was part of any organized bridge-building campaign.

Surveyor Analysis:
This bridge may have NR significance for association with:

Criterion A: Events Criterion B: Person
Criterion C: Engineering/Architectural Character

This bridge does not have National Register Significance. The integrity of the bridge has been severely compromised by alterations and the addition of the steel beam section.

Was the bridge constructed in response to significant events in Maryland or local history?

Constructed during World War II under a special program to build access roads to wartime facilities, MD 210 terminates at the U.S. Naval Ordnance Station in Indian Head. Bridge No. 16036 was completed in 1945 as part of the construction of MD 210.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area?

Construction of this bridge was the result of a special wartime program to provide access to wartime facilities. This bridge was altered in 1966 when the road was dualized. This increased capacity may have contributed to the growth of the area.

Is the bridge located in an area that may be eligible for historic designation and would the bridge add to or detract from the historic and visual character of the possible district?

No, the bridge is not located in an area that would be eligible for historic designation.

Is the bridge a significant example of its type?

No, this is not a significant example of its type. It is a typical concrete rigid frame bridge, that has been widened with a steel beam bridge.

PG:80-27

Does the bridge retain integrity of the important elements described in the Context Addendum?

No. The integrity of this bridge was compromised when the steel beam structure was added. Primary character defining elements were replaced or altered at that time. The deck and the parapets were replaced and a sidewalk was removed. The wingwalls were altered, most likely the abutments and the piers were also altered at this time. This substantially modified bridge no longer retains its integrity of design, setting, workmanship or feeling.

Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why?

This bridge is not a significant example of the work of the State Roads Commission. It has been significantly altered by the addition of a 1966 steel beam structure, better examples of the concrete rigid frame bridge type exist within the state.

Should this bridge be given further study before significant analysis is made and why?

No further study is necessary to analyze the significance of this bridge. It is not a National Register eligible resource under Criterion C for engineering because it has been compromised by the addition of the steel beam bridge. It is not eligible under Criterion A for possible wartime associations because it appears to have no particular importance and no longer retains the integrity to convey any possible associations.

Provide black and white prints and negatives and color slides of bridge, details, and setting labeled according to NR Bulletin 16A and Maryland Supplement to Bulletin 16A.

Provide a USGS map illustrating the location of the bridge.

Surveyor:

Name: Heather M. Confer **Date:** March 4, 1999

Organization: State Highway Administration **Telephone:** 410-545-2899

Address: 707 N. Calvert St. Baltimore MD 21202

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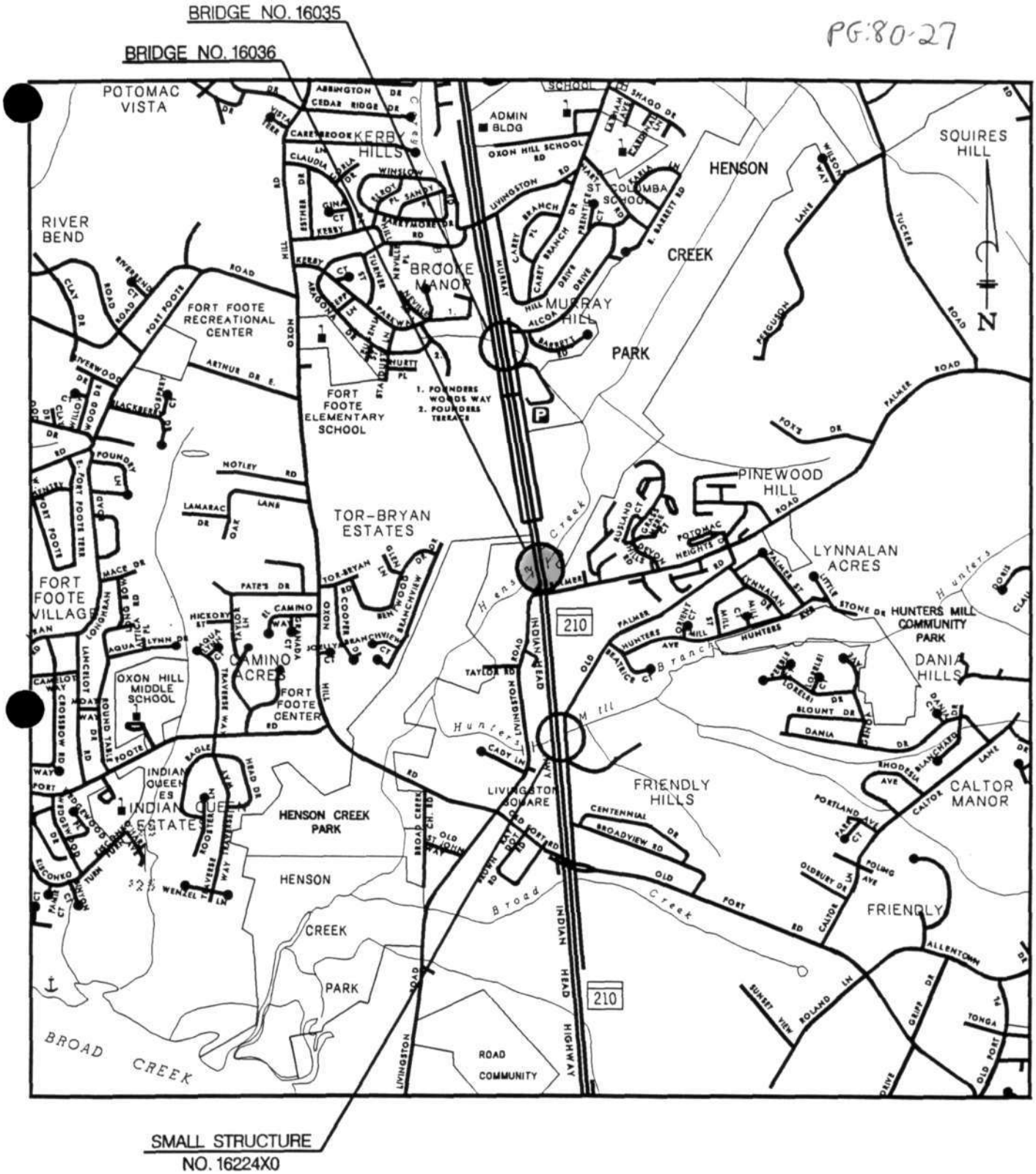


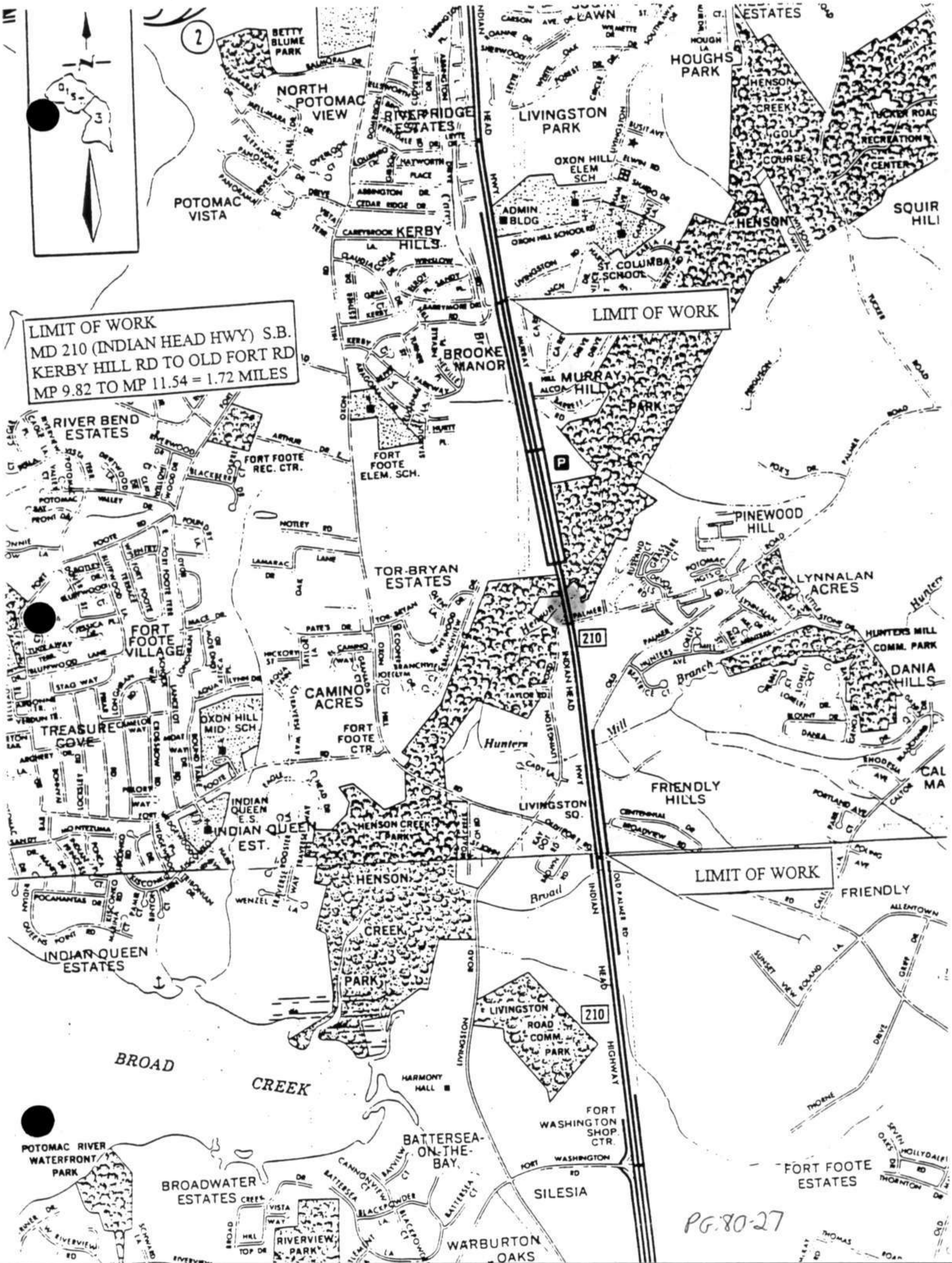
LOCATION MAP

1" = 2000'

STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF BRIDGE DEVELOPMENT

MD 210 (SOUTHBOUND)
SOUTH OF OLD FORT RD. TO
NORTH OF KERBY HILL RD.
LOCATION MAP

SCALE AS SHOWN DATE FEB., 1999 CONTRACT PG2795177


LIMIT OF WORK
MD 210 (INDIAN HEAD HWY) S.B.
KERBY HILL RD TO OLD FORT RD
MP 9.82 TO MP 11.54 = 1.72 MILES
LIMIT OF WORK
LIMIT OF WORK
2
BETTY BLUME PARK
NORTH POTOMAC VIEW
RIVER RIDGE ESTATES
POTOMAC VISTA
KERBY HILLS
BROOKE MANOR
MURRAY HILL PARK
LIVINGSTON PARK
HOUGHS PARK
HENSON CREEK GOLF COURSE
TUCKER ROAD RECREATION CENTER
OXON HILL ELEM SCH
ADMIN BLDG
ST. COLUMBA C. SCHOOL
RIVER BEND ESTATES
FORT FOOTE REC. CTR.
FORT FOOTE ELEM. SCH.
PINEWOOD HILL
LYNNALAN ACRES
TOR-BRYAN ESTATES
FORT FOOTE VILLAGE
CAMINO ACRES
FORT FOOTE CTR
TREASURE COVE
OXON HILL MID. SCH
INDIAN QUEEN E.S.
INDIAN QUEEN EST.
HENSON CREEK PARK
HUNTERS MILL COMM. PARK
DANIA HILLS
FRIENDLY HILLS
LIVINGSTON SQ.
FRIENDLY
INDIAN QUEEN ESTATES
LIVINGSTON ROAD COMM. PARK
BROAD CREEK
HARMONY HALL
FORT WASHINGTON SHOP. CTR.
POTOMAC RIVER WATERFRONT PARK
BATTERSEA-ON-THE-BAY
BROADWATER ESTATES
SILESIA
RIVERVIEW PARK
WARBURTON OAKS
FORT FOOTE ESTATES
INDIAN HEAD HWY
210
210

PG:80-27

PG:80-27


St. Ignatius' Church
Parking Area
Rosecroft Raceway
Creek
768-11
Gaging Station
768-10
Henson
Palmer Corner
Oaklawn
Branch
Bridge No.
Mill
768-13
768-14
Tinker
Friendly
80-21
80-22
Anacostia Quad
810 000 FEET
57'30"

PG-80-27

Bridge No. 16036, MD 210 over Henson Creek

Prince George's Co. MD

Heather Confer

Feb 26, 1999

MDSHPO

View north from West side of MD 210
Showing metal railing on SB lanes (Concrete rigid frame section also visible)

1 of 9

PG-80-27

Bridge No 16036. MD 210 over Henson Creek

Prince George's Co. MD

Heather Confer

Feb 26, 1999

MDSHPO

View facing east showing west side of concrete rigid frame structure

#2 of 9

PG-80-27
Bridge No 16036, MD 210 over Henson Creek
Prince George's Co MD
Heather Confer
Feb 26, 1999
MDSHPO
view facing east showing the Concrete rigid frame structure.
3 of 9

PG-80-27
Bridge No. 16036, MD 210 over Henson Creek
Prince George's Co MD
Heather Confer
Feb 26, 1999
MDSHPO
View facing east showing concrete rigid frame structure.
#4 of 9

PG-80-27

Bridge No 16036. MD 210 over Henson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MDSHPO

View under bridge showing concrete pier and connection of concrete rigid frame section and steel beam section.

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PG-80-27
Bridge No 16036, MD 210 over Henson Creek
Prince George's Co MD
Heather Confer
Feb 26, 1999
MDSHPO
View facing SW showing steel beam addition.
6 of 9

PG-80-27

Bridge No 16036, MD 210 over Henson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MDSHPO

View facing West showing Northern span of steel beam structure.

#7 OF 9

PG-80-27

Bridge No 16036, MD 210 over Itenson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MDSHPO

View of metal railing, NB lanes. SB lanes in foreground

8 of 9

PG-80-27

Bridge No 16036, MD 210 over Henson Creek

Prince George's Co MD

Heather Confer

Feb 26, 1999

MD SHPO

View of travel lanes, SB in Foreground, NB and metal railing toward rear.

#9 of 9